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The Daily Press.

HONGKONG, JULY 10TH, 1908

A WEEK ago the Hon. Mr. MURRAY STEWART, who represents the Chamber of Commerce in the Legislative Council of the Colony, incidentally emphasised in a speech that "Hongkong is a wharf" and that its other functions—as a warehouse, a mart and distributing centre—are secondary. That this is a correct view of the Colony's position few will be prepared to question. It is strongly emphasised in the answer returned by the Shipping Firms to the Memorandum prepared by H. E. the GOVERNOR in justification of the Government's proposal to temporarily raise the light dues in order to provide the necessary revenue for the construction of an extremely costly Typhoon Harbour of Refuge. While it is perfectly true, as His Excellency states, that there is no point which has been more strongly emphasised by the representatives of the Community in the Council than that the construction of the refuge should be pushed on with the utmost rapidity, yet it can certainly be said that they have never contemplated a scheme half as costly as the one just announced. The scheme the Government recommended for a harbour at Mongkok will cost over a million and a half of dollars, and after reconsidering the matter with a view to bringing the cost of the works within more moderate limits he has worked out a scheme costing \$883,000. He points out, however, that this reduced scheme has many obvious objections, and he declares emphatically that "nothing but a complete breakwater would be of any use." The Shipping Firms however, declare that

there are various objections to the site; that there is no apparent necessity for so large a scheme; and that it is no more accessible than the present refuge. But does the Government propose to do away with the Causeway Bay shelter? We have never understood the demand as being for a single shelter at one end of the harbour, but, rather, for one at each end. There is force in the argument as to the inaccessibility of the proposed refuge if it is intended that the boats working in the Eastern end of the harbour will have to run for shelter to Mongkok instead of to Causeway Bay. It would be a serious mistake to contemplate the closing of the present shelter. The reasons the Shipping Firms have urged against the new scheme are, as they point out, all in favour of first improving the Causeway Bay site, and it is satisfactory to observe that since the Shipping Firms called attention to the present disgraceful condition of the place the Government has paid some attention to the complaint and called for tenders for dredging the shelter. When we come to calmly reflect on the great typhoon of 1906 we fear the statement must be admitted that "for a typhoon, unsignalled, as in 1906, no refuge of any size or description or situation would be of any avail" and if it be admitted also that "lighters and large junks can ride at anchor as they have always done, and small craft can be well accommodated at Causeway Bay in ordinary typhoons," we practically deny that any necessity exists for another or even a larger shelter. It is late in the day to give expression to such views as these, but coming as they do from the representatives of the British shipping firms in the Colony, the Government must give them their due weight.

The Shipping interests would naturally be expected to protest against being burdened with the cost of a new shelter in the manner proposed by the Government. It is not, however, a selfish protest. The ground on which they make their protest demands the most serious consideration of the Government and the Community generally, for the proposals of the Government strike fatally at the policy to which Hongkong has owed its development. "The satisfactory development of our prosperity" declared Sir John Bowring when he was Governor of the Colony, "is mainly due to the emancipation of all shipping and trade from fiscal vexations and exactions." Well may the Government be warned to tread cautiously in the direction of this policy. Or, to put it another way, it is not the Shipping Companies who would in the end bear the burden. As they point out, they can always "even up" on rates, so that ultimately all additional taxation is met by consumers.

The difference of even half a cent per ton might mean that transhipment of thousands of tons of cargo would be diverted from Hongkong and delivered direct to Manila, Shanghai, Canton and elsewhere. The Shipping Companies can view such a transfer of trade with equanimity, because they can deliver and collect cargo in Manila or Shanghai or elsewhere with equal facility, but the Hongkong Government would realise, when perhaps it was too late, that they had driven trade into the hands of a competing port, willing and anxious to secure the trade.

Hongkong will have no reason to fear its rivals so long as the traditional policy of the Government is maintained, but we cannot fail to recognise that Hongkong stands in greater peril to-day from any increase in the taxation of shipping than at any previous time in the history of the Colony. The Port of Manila, by its freedom from tonnage and light dues and its improved harbour accommodation, has already developed at the expense of Hongkong trade, and unless the Government heeds the emphatic advice of the leading representatives of the shipping interests in the Colony, we may rely on hearing more of the development of Manila and other neighbouring ports, and of the consequent loss of trade to Hongkong.

Mr. E. C. Burgess has joined the Volunteers and Sapper A. H. Todd is permitted to resign on leaving the Colony.

It is gratifying to note that the plague returns continue low. During the 24 hours ended yesterday five cases were reported, all fatal.

The plague at Saigon has carried off a European victim there, M. Champoudry, a clerk in the Government service. He is the first European to die of plague at that port.

Mr. W. G. Gaultier, Inspector of Police in the employ of the Singapore Municipality, was shot dead while standing in the veranda of his house at Kim Beng Place, a lane off Bras Basah Road last week.

A Committee of the Portuguese Chamber of Deputies has recently examined the Treaty of Commerce and Navigation concluded between Portugal and China at Shanghai on November 11, 1904; but beyond this no statement is published.

A shoot for the Rifle Club Handicap Cup will be held at King's Park Range on Saturday, 18th inst.

James Thomson, a seaman, was charged at the Magistrate's yesterday with deserting from the s.s. "Lord Stanley." He pleaded that he had no intention of deserting but got drunk and failed to return in time to the ship which sailed on Wednesday night. He was sentenced to fourteen days' imprisonment.

Among the passengers by the s.s. "Marmora" yesterday was Lieut. Francisco Figueira, his wife and two children. Lieut. Figueira is en route to Macao. He will be remembered as the orderly officer who was driving with the late King Carlos when His Majesty was assassinated, and was afterwards presented by the Queen with the sword which the King wore at the time of his death.

The Second Chamber of the Dutch Parliament has just passed a law to naturalise two prominent Chinese residents at Batavia—a favour seldom granted. Objection arose on the ground that, by Chinese law, Chinamen retain their nationality despite any naturalisation in a foreign land. Mr. Van Kol, a Socialist, raised the point, but without success, as the Dutch Government should previously make inquiries how the naturalisation given stood in Chinese law. Mr. Van Kol pressed the matter to a division.

The recapture of Hekow by the Imperialists from the rebels in Yunnan has, says the "Straits Times," been followed by a revival of trade, which had been at a standstill from the moment the revolutionists held that city in force. Goods intended for the province remained at Haiphong, and Chinese carriers refused to run risks. The Railway Company has taken advantage of this change for the better for opening another station on the frontier. Traders at Haiphong lost no time in forwarding their stocks into Yunnan.

The original action, Leung Lai-wan and others v. Reuter, Brockelmann and Co., reached the eighth day of hearing yesterday when evidence was proceeded with. There is a congestion of work just now at the Supreme Court, and in order to gain time for the hearing of the cases set down His Honour the Chief Justice announced that he had arranged with the Puisne Judge to take the Criminal Sessions. On Tuesday or Wednesday next he would be able to make definite arrangements regarding the hearing of the cases pending.

The stream of Chinese from the Rand to China continues to flow, and 2,359 were repatriated in May. The following figures are given by the *Westminster Gazette*:

Total number of Chinese imported, 63,453
Largest number on any one date
(January 31, 1907) 5,385
Number on May 31, 1908 21,687
Reduction since January 31, 1907 32,119

The calculation made some time since was that by the end of the year there would not be more than 20,000 Chinese left, and it looks as if this calculation would certainly be correct. "Where is Dr. Sven-Hedin?" A Paris correspondent, asking this question, says that some uneasiness is being felt concerning Dr. Sven-Hedin, the explorer. On October 7 last, he sent a message from Gartov in Upper Tibet, and on December 27 he announced in a dispatch which came through Calcutta his intention of making his way through Ladak to the oasis of Chetwa, whence he would return in the spring either by way of Peking or India. He was then writing to his parents, and informed them that they should hear from him within four months. Six months have elapsed without word from the intrepid explorer.

In the Times of the 12th ultimo there is a Hongkong telegram announcing the Canton Viceroy's consent to the payment of an indemnity of \$218,000 for the seizure of the "Tatsumaru." Many old China hands must have rubbed their eyes when they saw the English equivalent of this sum stated as \$23,600. Let us hope that somebody has informed the *Times* that its "Table of Foreign Monies and their English Equivalent" is very much out of date. The Editor of "Whittaker's Almanac" which is generally a very reliable book of reference—should also be informed that it is quite fifty years since ten Mexican dollars were worth £2 0s 6d.

An exciting time was experienced in the Praya East Hotel on Wednesday night. The No. 1 bar boy heard a noise upstairs and on going up found four men in the room, having dropped through the skylight. He dispatched another boy for the proprietor and closed the intruders in the room; where they were detained until the arrival of the police. They were brought before Mr. Kemp at the Magistrate's yesterday, to whom they explained their presence in the hotel by the fact that they were in a gambling party on the roof and some one raised the alarm that the police were coming. In their panic to get out of the way they dropped through the skylight into the kitchen of the hotel. His Worship ordered them to pay the damage, three dollars.

Captain Townsend, of the Nippon Yusen Kaisha, some time ago had to return to England, having been attacked by a stroke of paralysis. Private letters have reached Japan that the stroke proved fatal. Captain Townsend proceeded to Europe from Yokohama and met his wife at Marseilles, travelled to England, and stayed for a few weeks at Westward Ho. On his return to his home at Streatham at the beginning of May, he had another stroke while lying in his bed and died a few hours afterwards. His eldest son, who had been abroad and had not seen his father for some years, arrived at his home just an hour or so before his father died. The late Captain Townsend was the *Japan Chronicle* remarks, was of a somewhat retiring disposition, but was a man of an exceedingly kindly disposition and of sterling qualities.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NAVAL DISSENSIONS.

LONDON, July 9th.

Replying to a question in the House of Commons Mr. Asquith, the Premier, said he was unaware of the existence of any dissensions in the Navy. If, upon inquiry, they were found to exist, he promised prompt and effective action.

SHIPPING WAR RISKS.

LONDON, July 9th.

The committee which has been investigating the subject has reported against a guarantee of war risks to shipping.

THE AMERICAN FLEET.

LONDON, July 9th.

The American Fleet has left San Francisco for the East.

OBITUARY.

LONDON, July 9th.

Baron Archibald Campbell Blyth-wood is dead, aged 71 years.

Baron Blyth-wood was M.P. for Brentford 1873-74; for the western division of the same shire from 1885-92. He was a Lieutenant Colonel in the South Gloucesters, served in the Crimea and has been Lieutenant Colonel of the 4th battalion Argyll and Sutherland Highlanders since 1878. He was also A.D.C. to Queen Victoria.

[REUTER'S SERVICE.]

AEROPLANE CONTEST.

LONDON, July 7th.

The aeroplanists Farman and Bleriot competed in Paris for a prize of ten thousand francs for the first aeroplane flying for a quarter of an hour. Mr. Farman flew for twenty minutes covering eleven miles.

THE NAVAL DISSENSIONS.

LONDON, July 7th.

The naval dissensions are the general theme of the newspapers whose comments are of the most free description. Some urge the supersession of Admiral Lord Charles Beresford, failing his resignation, while others denounce the anti-Beresford intrigue by little navies.

There are rumours in the Lobby that the Admiralty contemplates a decisive step regarding the strained relations existing between Lord Charles Beresford and the naval authorities.

PARAGUAY.

LONDON, July 7th.

Doctor Naveiro, late Vice-President of the Republic of Paraguay, has been proclaimed President, with practically the powers of a dictator. The causes and details of the revolution are obscure.

PERSIA.

LONDON, July 7th.

The *Times*' Tehran correspondent wires that Russia strongly supports the British demand for reparation on account of the disrespect shown to the British Legation, and for which the Shah has already made a substantial apology.

Sir Edward Grey, replying to a question by Mr. Dillon in the House of Commons, said that he had protested against the placing of troops around the Legation at Tehran, and he hoped that the matter would be satisfactorily adjusted but it was not yet concluded.

CHOLERA AT CANTON.

Our Canton Correspondent writes:—

Cholera broke out in the southern and eastern suburbs of the city a few days ago, and I am informed that it is spreading rapidly all over the city and many deaths have occurred. Quite a number of soldiers have contracted the disease and succumbed to it. It is said that the disease is of an acute nature and is difficult to cure. The military department are taking precautions to cope with the deadly epidemic. A temporary makeshift hospital has been erected for the treatment of the soldiers and special doctors were engaged to attend at the hospital and the barracks. Many of the barracks have been cleaned and disinfected. Prescriptions which have been proved to be effective are being distributed in the streets and published in the newspapers.

THE FLOOD.

The committee of the Flood Fund Bazaar beg to acknowledge with thanks the following further gifts and donations:—
The Electric Traction Company of Hongkong Limited, 50 Electric fans (each electric current free).

Mohadeo's String Band, from 1.30 p.m. daily perform free of charge.

Philippine Co. Ltd., 1 large case Cigars (167 boxes) 1 large case Cigarettes (1500 pkts.)

Messrs. Weissmann Ltd., 100 pkts. Chocolates (more if required).

It alian Convent.—Assortment of needlework, Cross, Baste and Company—Large assortment of miscellaneous articles.

Mr. A. Wiell.—12 flower ornaments.

Bellicio School for Girls.—Large assortment of embroideries, toys, picture books, confectionery etc., to the value of \$260.

Messrs. Lans Crawford & Co.—168 tins biscuits, 72 tins soup, 24 tins salmon, 24 bottles sweets, 50 small mirrors and combs.

The Bazaar is to be open for seven days and nights. There are to be "three admissions daily," viz. 2.30 p.m. to 5 p.m.; 7 to 10 p.m., and 11 p.m. to 2 a.m. A charge of 50 cents is to be made for admission and an additional 40 cents for the theatre.

The "Straits Times" commenting on Hongkong's activity in rendering assistance to the sufferers by the flood says:—

Never before has it been known that the unanimity and spontaneity of action have been as general as they are on the present occasion, when pity-differences are sunk in the common cause of alleviating the sufferings and pangs of hunger of several tens of thousands of fellow creatures. Within a few hours the Tung Wah Hospital of Hongkong subscribed \$10,000 and prominent Chinese gentlemen collected and remitted another \$20,000. Allied, as Hongkong is in affinity and commerce with the millions of Kwangtung, it but slightly estranged from the inhabitants of Kwangtung, the response of the Chinese residents in the Colony to the appeal for help was natural, and it is a gracious act on the part of the Government to come forward with further assistance. It will go far towards tiding the peasants over their present difficulties, and may avert a recurrence of crime in the two Kwang provinces, which usually follows disaster, and affects the commercial interests of Hongkong.

The "Straits Echo" says that a sum of \$5,000 has been wired to Hongkong for the Canton Flood Relief Fund by the Cantonese Merchants at Peking, and that a further sum of \$10,000 has been contributed by Mr. Leung Fee for the same purpose.

MARINE MAGISTRATE'S COURT.

Thursday, July 9th.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

UNLICENSED CARGO BOAT.
For using her sampan as a cargo boat without pay a fine of \$5, the alternative being 14 days' imprisonment.

TROUBLE ABOUT A "YULO."
At the instance of Lieutenant Subban, Lai Tai, a boatwoman, was prosecuted for failing to keep the "yulo" (oar) of her boat out of the water and rigged so as not to project outboard whilst alongside the s.s. "Pienmpent."

Defendant pleaded guilty and was ordered to pay a fine of \$2, in default seven days' imprisonment.

DUMPING COAL.
The masters of two fishing boats were proceeded against for unlawfully throwing into the harbour a quantity of coal to prevent seizure or discovery, and using their fishing boats other than for the purpose of fishing.

Lau Fat informed the Court that on the 9th inst. he saw defendants' boats lying alongside steamers at Wanohai. When they saw him approaching they shoved off and pulled away. He gave chase and saw them throw twelve bags of coal overboard.

Both defendants denied this story, the second alleging that he got some coal dust in his shrimp net and emptied it into his basket. Each defendant was fined \$1 or seven days' imprisonment.

WATER POLO.

At the V.R.C. yesterday afternoon two games of water polo in connection with the first round of the competition were witnessed by a large crowd of spectators. One game was between the 83rd Co. R.G.A. and the Corinthian Yacht Club. It ended in an easy win for the latter team by twelve goals to nil.

The second match between the 83rd Co. R.G.A. and H.M.S. "Pamot" proved more exciting, and after some fast play resulted in the Naval team's favour by four goals to one.

The last fixture in the first round of the shield competition will be played at the V.R.C. to-morrow afternoon, the opposing teams being the Royal Engineers and the Yacht Club.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 9th at 11.55 a.m.—The barometer has risen in Tongking, and fallen over N. China and Japan.

A depression moving Eastwards, has passed from Shanghai to the Yellow Sea. Pressure runs high to the E. of Japan, and it is considerably above the normal also over the N. part of the China Sea.

Moderate E.W. winds may be expected in the South China Sea, and strong S.W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood, S.W. or variable winds, light; fine.

Formosa Channel, S.W. winds, moderate.

South coast of China between Hongkong and Lamook, Same as No. 1.

South coast of China between Hongkong and Hainan, Same as No. 1.

NOTES FROM THE NORTH.

TIENTSIN, 20th June.

CHANGE AT THE CUSTOMS.

Tientsin is about to lose its Commissioner of Customs, Mr. H. F. Merrill. Mr. Merrill, who is an American, joined the I.M.C. in 1874, and was made Commissioner in 1887. Before coming to Tientsin in the spring of 1906 in succession to Mr. Dering, he was Commissioner at Ningpo. Mr. and Mrs. Merrill and their daughter have been very prominent and popular socially in Tientsin, and their loss will be greatly felt.

Mr. Merrill is being lent by the acting Inspector-General to the Chinese Government for special service in America. He will not leave the Customs. The new appointment has been made in the following circumstances. Mr. Bagdadi, the U. S. Consul-General in Tientsin has just gone on promotion to St. Petersburg. Mr. Williams, of the U. S. Legation in Peking, has succeeded Mr. Bagdadi in Tientsin, and Dr. Tenney, formerly president of the Peking University, Tientsin, and lately appointed to the charge of a Chinese educational mission to the United States, succeeds Mr. Williams in Peking. Mr. Merrill is now to be sent to America to take charge of the Chinese students there in place of Dr. Tenney.

Mr. Merrill is succeeded in the Tientsin Commission by Mr. C. L. Simpson, who is at present Commissioner at Ningpo. Mr. Simpson, who has one son in the I.M.C. and had two, is the oldest Commissioner in the service with the exception of Sir Robert Hart who joined two years before he did. One of Mr. Simpson's sons used to be in the Customs head office in Peking, and now residing in the capital is perhaps better known to the world as "Putnam Wells" the author of four or five very successful books on Far Eastern politics.

Referring again to Reuter's telegram about the appointment of Sir Walter Hillier as advisor to the Chinese Government, one of the Peking rumours in circulation is to the effect that Sir Walter has come out in connection with the Chinese Engineering and Mining Co., and another report confirms this and adds the particulars that he has come out to give authoritative meanings of Chinese documents.

THE C. E. AND M. CO.
The Agent and Manager in China of the Chinese Engineering and Mining Co., is, as many of your readers must know, Major Nathan, brother of the late Governor of Hongkong. He is an able business man and a diplomatist, but he has here a difficult, if not an impossible task. He has to satisfy his directors, and he has to get on smoothly with the Chinese authorities. The latter have their own view of the result of the big law case which Chia-Yen-Mou lost in London three years ago. Since then there have been continual negotiations, but these have not had mutually satisfactory results. The Chinese are dissatisfied, and can make things very unpleasant for the Mining Co. The latter has been doing its best to make its position strong. It has been going into the matter of title deeds, &c., creating new ones when these were found to be defective. Now, however, there are rumours that a settlement is about to be effected. But apparently it is still to be negotiated, and the interests of the European and Chinese parties concerned are so diverse that it would be rash to anticipate a successful outcome.

Of course in any such negotiations the interpretation of documents would be an important feature, and there is considerable resemblance in the report that it is for this purpose that Sir Walter has come out to China.

THE FUKUKEN RAILWAY QUESTION.
British companies and corporations naturally have to look after their own interests, which are mainly financial and selfish, but it cannot be said that in so doing some of them are conducing to the political or moral influence of Great Britain in the Far East. Take the Fukukien Railway question, which is now one of the chief points in dispute between the Chinese and Japanese Governments. In this case the contract for the construction of the railway was secured by a British firm, and every Briton must consider that a cause for congratulation. But few Britons, probably, can approve the tactics pursued by the disappointed British firm to meet their own ends. Apparently no abuse can be too strong and no fate too cruel for the Japanese unless they give way and permit this British firm to build a railway obviously meant to compete with their own South Manchurian Railway. I have the best of reasons for believing that the Japanese Government will deal fairly in the matter. Baron Hayashi, the late Japanese Minister to China, has left Peking and Mr. Ijima, his successor, has not yet arrived from Tokyo, where he is now staying on his return from London. When Mr. Ijima arrives the question should be settled, for he is a man who understands the Chinese even better than Baron Hayashi and is more of a *persona grata* to them: he is indeed *persona grata* to all the Chinese Government have to do is to bring satisfactory evidence that the Fukukien Railway will not compete with or injuriously affect the South Manchurian Railway and the difficulty will be at an end. So far the Chinese have not done this—have not seriously attempted to do it. Of course this is very unfortunate for the British firm that has made the contract with the Chinese Government. But there is no sufficient reason for the said British firm trying to raise an anti-Japanese campaign in the British press.

More than 100 Chinamen who are employed in Liverpool laundries took part in a picnic last month at New Brighton. A hostile demonstration was made against them by Liverpool laundry women, who complain that they are ruining the laundry trade by under-cutting.

CANTON.

Viceroy Chang received on the 7th instant a telegram from Tsoai Chow, president of the Chinese Chamber of Commerce of Shanghai, stating that a Cantonese merchant named Ip Yu Tin who failed in business up North is indebted to various Chinese banks in Shanghai to the extent of over 200,000 taels. Ip, after paying a 20 per cent dividend to his creditors fled to Canton. Tsoai Chow requests the Viceroy to seize all Ip's properties in Canton. His Excellency has given instructions to the Nam Ho Magistrate to arrest Ip and detain all his properties.

A Military instructor of the reformed army named Leong who was returning home with his family after a banquet at midnight on the 6th instant had a rather exciting time in Wah Ning Lane in the Wall Street. His Excellency, a soldier, was carrying a lantern-bearing the large characters "Wahning". A trader coming from the opposite direction caught sight of these formidable letters, got so frightened that he did not know how to get out of the official's way, the street being very narrow, wet and slippery, and in endeavouring to avoid a collision, the unfortunate fellow mislaid his step and tumbled against the official's No. 6 cane. This roused the temper of the warrior who set upon the poor fellow and ill-treated him. A policeman in the neighbourhood heard shouts of "save life," approached the scene and took Leong and his victim to the Police Station, while the attendant escorted the family home. The poor man's face was covered with blood on arrival at the police station. The case was summarily dealt with by the officer in charge of the Station and Leong was asked to pay 50 cents compensation to the injured man, and when he left, Leong was told that he could go back. But now the "Bully" was scared to death lest his victim might take revenge, and he asked for an escort to see him safely home. The Police officer gave him two men to accompany him. The Chinese papers are ridiculing the military instructor's cowardice.

RUSSO-JAPANESE WAR CLAIMS.

THE BRITISH CLAIMS FOR COMPENSATION. The following questions were asked in the House of Commons a month ago: Mr. Pike Pease (Darlington, Opp.) asked the Secretary of State for Foreign Affairs what were the outstanding claims in regard to compensation for damage or loss incurred by British ships during the Russo-Japanese war.

Sir E. Grey (Northampton, Berwick).—There are no cases outstanding with Russia beyond those referred to in the answers to the hon. member's other two questions of to-day. His Majesty's Government are still in correspondence with the Japanese Government with regard to the claims of the British ships. Mr. Pike Pease asked the Secretary of State for Foreign Affairs whether he could make any statement with regard to the claims of the British ships, and whether he had received replies to the inquiries which had been addressed to the Government in regard to the case of the Calcutta, and the claim arising in connection with the detention of the P. and O. steamer Malacca in the Red Sea.

Sir E. Grey.—I beg to refer the hon. member, in connection with the first portion of his question, to the answer I gave to the hon. member for North Devon on the 2nd inst. His Majesty's Government are still without a reply to the representation they made to the Russian Government in the case of the Calcutta. The matter will be again brought to their notice. I trust that the negotiations which are still in progress in relation to the claims arising out of the detention of the Malacca may shortly result in a settlement.

TROUBLE IN ACHEEN.

A notable achievement by the forces of the Government is reported from Acheen, under date June 2. The most formidable rebel chief there in Taku Ben who has defied for years all attempts to kill or capture him. So clever was he in his haughty pursuit that the authorities, in despair, sent for Captain Christoffel, a smart scouting leader, who was then quelling a rebellion in the island of Flores, and he was told off to hunt Taku Ben down. On arrival in Acheen, Christoffel was ordered to lead his troops to the point of breaking out.

Upon this, the pursuit of Taku Ben was entrusted to Captain Schepers, who commanded a flying column. He succeeded at last in capturing one of the slippery chieftain's sons along with his head wife and about 150 of his followers. Many arms also fell into the hands of the troops. The enemy were so hard pressed that surrender was their only alternative.

PLAGUE IN FORMOSA.

The Tainan correspondent of The Japan Chronicle says: The effects of plague are still being severely felt in South Formosa. Up to June 7 in the town of Poshikyaku there were no fewer than 70 cases and 20 deaths. Yesterday I visited Tainan, and there it was reported to me that the cases of plague were still a considerable number. There are also a few cases here in Tainan. In a previous note I mentioned that a considerable number of houses were to be swept away because of plague. On June 10 the work of demolition began in Poshikyaku. About three months are allowed for the clearing away of all the ramshackle shanties. The Governor has allowed 75,000 to cover the outlay involved in the removal. For each house removed compensation is paid at the rate of 75 per cent of thirty square feet. That amount may pay for the removal of the building, but of course in no way compensate (and is not meant to compensate) the people for the loss of their houses.

SIR ROBERT HART'S ARRIVAL IN LONDON.

Right cordial, says the London Daily Telegraph, was the welcome that greeted Sir Robert Hart, Kt., G.C.M.G., Inspector-General of Maritime Customs in China, when he reached Southampton and deep the interest of all who were familiar with his unparalleled work in the Far East, to learn his latest views of the present and future of the most populous nation in the world. Lady Hart and their son, Mr. Edgar Bruce Hart, were on the quay awaiting the Norddeutscher Lloyd steamer "York," and as she drew near Sir Robert waved a kiss to Lady Hart. Not slight have been the sacrifices this pioneer of civilization has had to make. For many years he has been separated from his country, and he comes home to join a grandson, Robert Bruce Hart, twelve years old, whom he had not seen before.

At Waterloo there were waiting to welcome Sir Robert the Chinese Minister, Mr. Bruce Hart, Miss Hart, Mrs. Porter, Sir Charles Hart, (chairman of the China Association), Sir John MacLachlan Brown, Dr. Molaynes, Mr. Angier, Mr. and Mrs. Carl, Mr. Meyers, Mr. McKean, Mr. S. M. Russell, and many who have been in the Chinese Customs service.

Sir Robert Hart was asked whether he intended to publish the diary which he has kept in China. He replied that in his will he had left the diary to the MS. Society, but he was rather sorry it was not burnt. At present he had no intention of publishing it.

The London papers devote considerable space to chronicling the views of Sir Robert, though he desired that what had passed between himself and his interviewers should be regarded as an informal conversation, and thus merely the words of the old man eloquent. As one of the writers remarks, Sir Robert speaks with as much fluency, and with such precision, that only a verbatim note could do justice to his discourse.

The following extract is from the Daily Telegraph's account:—

Sir Robert has the utmost faith in China and the Chinese. "You are an optimist," said the interviewer. "Yes, not only in regard to China, but in regard to things generally."

"What about the development of the country?" "Everything is progressing," said Sir Robert. "Railways, steamships, mining, commerce, everything is going ahead."

"I repeat," he continued, "what I have often said, that the Chinese are an intelligent most industrious, law-abiding people. Nowhere else are mental ability and literary culture more appreciated."

Sir Robert went on to explain that beneath their culture and their beliefs lay the doctrine, the ethics of Confucius, that great teacher professed no more than a future state, even as to the Deity, but he taught that men must live as if there were a future of rewards and punishments, and a God, and they must do their duty to their fellows and to the community. We are taught "Do unto others as ye would they should do unto you." Confucius put it into the negative form. "Do not to others what you would not have done to you." The greatest result of these ethics is non-interference with your neighbour or with neighbouring nations. The Chinese are not aggressive. They regard armies as objectionable, but the events of the last fifty or sixty years have forced them to take defensive measures. Especially has that been the case during the last few years. In the sense of military aggression, there is no "Yellow Peril." But there are four hundred millions of people, and China must become a powerful nation. Sir Robert said, "These from the Land of Sinim" (Chapman and Hall, published in 1901, Sir Robert's misnomer), he said himself. Briefly, he unfolds the general thesis that China is bound, in process of time, to become a great and potent nation, and that it is to the interest of other nations to treat her with justice and consideration, which will not be forgotten in the future.

"When I was in Germany last year," said the writer, "I asked a German diplomat, 'What about China?' 'Oh,' he replied, 'I shall get notices to quit there.' 'Not so,' said Sir Robert. It will not come to that. China will advance in commerce; she will become a great producer; her influence will extend and be recognized; and there will be no danger of that kind."

THE TRIUMPH OF "THE TIMES". Sir Robert Hart, who arrived in England yesterday, is not only one of the most striking personalities of the Far East, but must be accorded a prominent place among the most successful of living Englishmen, though, strictly speaking, he is of Irish birth and parentage. For a quarter of a century he has not left China, and it is there that his life's work has been accomplished, but it is safe to say that his fame and the character of his achievements are known all over the civilized world. He has been Inspector-General of the Maritime Customs of China since 1883, and it is under his sagacious guidance and through his able organization that the Service has grown from a slender foundation into the striking and important structure of to-day. The Foreign Customs of China owed their origin to the disorganization of the native administration in Shanghai in 1854, occasioned by the proximity of the Taiping rebels, and the defeat of the Imperialist troops by a force composed of foreign sailors and residents. The Chinese officials surrendered the collection of Customs dues into the hands of inspectors nominated by three foreign Consuls. As the English representative alone knew the Chinese language, he acquired full control of the organization. The advantages of the new system in facilitating and regulating foreign trade led to its extension to the other open ports, and in 1858 Mr. Hart, as he then was, became Deputy Commissioner at Canton. In 1863 he succeeded to the post of Inspector-General and established the head office of the Customs in Peking. Since that time the work and importance of the Service has steadily developed, as new ports have been opened to trade, until it now practically controls the foreign commerce of China and at various inland stations. Gradually, too, its duties and activities have been enlarged. It has provided for the lighting of the coasts and the survey of the rivers, and of late years the Customs Postal Service has been extended until its branches have been established over the whole of the Chinese Empire. This development, enabling letters and papers to pass rapidly and easily from province to province, is doing much to promote the interchange of thought among the Chinese and to stimulate a sense of national solidarity. The day-to-day work of the Service is of the utmost importance in the revenue of the Peking Government, and it is the proceeds from this organization that enables China to pay the interest on her loans and to meet the liabilities imposed by the heavy war indemnities weighing upon her. It was the necessity for providing for these burdens that led to a further extension of the functions of the Customs Service by the placing of a number of native collectors

under the supervision of the Inspector-General. The brilliant success with which the Service has been expanded and adjusted to its ever-growing requirements and responsibilities must be attributed to Sir Robert Hart. In discharging his duties he has exhibited rare qualities of intellect and character. Fore-sight, breadth of view, mastery of detail, firmness of purpose, and a shrewd judgment of men have been combined with a high sense of duty and unwavering loyalty and devotion to the land of his adoption. For years Sir Robert Hart has been regarded as the intermediary between the Chinese Government and foreign nations. What he has done for the furtherance of foreign trade and interests cannot be measured, and the long list of decorations which he has received from many Powers shows that his services in this respect have not been overlooked. To the Chinese Government he has ever been a zealous and disinterested servant, and his knowledge of the country and its people and his genuine sympathy with their character and qualities have enabled him to give valuable advice and assistance at many critical periods. It is not known who will be his successor, nor can there be any certainty regarding the future of the Service which he has done so much to build up. China is passing through a time of change and ferment, and the new movements and tendencies visible among its millions render the outlook doubtful and uncertain. It is natural, perhaps, that the growth of national feeling should lead the Chinese to view with jealousy the foreign control of the Maritime Customs, and that the officials of the Customs should extend their hold over the country and its resources. But the Chinese Government has pledged itself to maintain the organization unchanged during the currency of the principal foreign loans, and has further promised that as long as English trade predominates in China, the Inspector-General shall be an Englishman.

JAPAN'S CRITICS.

[BY "THE TIMES" CORRESPONDENT.]

Tokyo, May 12.

A great majority of the charges which it has now become the fashion to prefer against Japan are so vague that they defy either confirmation or refutation. That defect is especially observed with regard to the favourite accusation that she is carrying out the policy of the open door in Manchuria. If there be any grounds for such a criticism, they have not hitherto taken concrete shape; and it is easy to see that the Japanese are growing impatient in the presence of judges who condemn without hearing the case for the defence and even without stating that for the prosecution. It is frankly admitted that the policy of military control in Manchuria cannot be continued indefinitely. Many of the adventures originally followed in the wake of the armies of the Japanese, and the latter's return, and being thus freed from the restraints of martial law, were sometimes guilty of violence and excesses not unlikely to offend the Chinese inhabitants and to discredit the Japanese nation. It is also frankly admitted that the railway service invited complaint, for pending the construction of the line to the wide gauge, the only available rolling stock was that originally brought from Japan for military uses, and this, while on the one hand, neither comfort for passengers nor facilities for transport could be provided, on the other, the soldier guards who had to accompany each train as a protection against Hung-huans were so much an evidence as to suggest the continuance of military administration. Very probably these guards themselves, not as first apprehending the limits nearest to their frontiers, but as they gave warrant for arbitrary measures, and thus gave rise to the adverse criticism, are the cause of the trouble. They justified the Japanese are evidently perplexed to understand in what their offence consists. They loyally evacuated Manchuria and restored it to Chinese, who, but for their armed intervention, must have permanently lost the three provinces. They threw open Dalny to foreign trade and agreed to the establishment of a Chinese customs-house there, thus conceding a great advantage on the land to the south for several months, and they sent their merchant ships duty free across the northern frontier. They rectified the differential rates imposed under the Russian regime with the intention of developing Dalny at Newchwang's expense. They held China to her promise as to opening new ports in Manchuria. In short, they honestly endeavoured to keep the door fully open, and until some specific instance of violating that policy can be adduced, they are not responsible for it. They are judged by established facts, not by vague generalizations. Certainly it was not at the hands of Anglo-Japanese justice that they looked for any such treatment.

IMITATION OF FOREIGN TRADE MARKS. There is, however, one charge which is not only tangible, but also has been preferred with such insistence as to create very exaggerated impressions. It relates to trade-marks. Any one reading the comments of the local press on the Far East and the correspondence addressed to certain home journals, will be struck by the insinuation of Japanese merchants, and that the laws of Japan furnish no protection against such frauds. At the last meeting of the Shanghai branch of the China Association, the chairman, evidently misled by all this talk, expressed the belief that a Japanese could acquire a title to a foreign trade-mark merely by registering it in his own name in Japan, and that he could always obtain the recognition of that registration, which is refused to all trade-marks calculated to deceive or to infringe upon the rights of others. It is possible that registration may be granted in error to some one other than the original owner, but in that event the latter can obtain cancellation if he applies within the space of three years. Plainly, therefore, any foreigner may secure his trade-mark against fraudulent imitation if he adopts the simple expedient of registering it. The whole contention is attributable to the fact that certain Japanese legal tribunals have shown hesitation in recognizing trade-mark similarities which due to incompetence, regrettable, but not by any means justifying the outcry that has been made on the charges that have been preferred against the law of Japan.

SHIPPING NEWS.

Since the Japanese Shipbuilding-Encouragement Law came into force in March 1898 the steamers built or in course of construction at dock-yards in Japan under the subsidy granted in pursuance with law number 88, with an aggregate tonnage of 207,900. Of these 76 steamers, of 167,746 tons, have already been completed at the following dockyards:—

Steamers.	Tonnage.
Mitsui Bishi Dockyard	39 106,068
Kawasaki Dockyard	23 36,428
Ogaki Iron Works	22 2,739
Tajima Dockyard	2 2,516
Total	76 167,747

As three of these steamers, the "Taishiki," "Hikachi," and "Shiga Maru" were subsequently lost, the subsidised steamers at present number 73, with a total tonnage of 159,373. The steamers recently launched and in course of equipment are as follows:—

Steamers.	Tonnage.
Mitsui Bishi Dockyard	3 31,000
Kawasaki Dockyard	1 8,600
Ogaki Iron Works	3 4,160
Total	7 43,760

The steamers in course of construction under the encouragement certificate number 11, with a total tonnage of 78,240. These steamers are to be launched between August 1908 and April 1911.

A SHIP'S SENSATION.

The Chief Officer of the steamer "Brook," belonging to the Brookbank Line, nearly lost his life in investigating a mystery in the hold of the ship, and was hauled up with a rope thrown to him by those above. The Brookbank was lying at No. 4 North Hastings Moorings, Calcutta, having arrived there early in June from Japan and Singapore. On June 16, the ship's carpenter, R. Ross, on opening up No. 5 hatch to clean out the bilges and tanks was driven away by the foul air which ascended. He went to the Chief Officer who went below to investigate. As the officer did not return, the carpenter became alarmed, and, summoning some of the crew, a rope was thrown down the hatch and the Chief Officer was pulled up. He was in a collapsed condition, and after recovering stated that he had found a dead body in a hold and that it was in an advanced stage of decomposition. The conservancy police boatmen went round and took the body away to the morgue. It transpires that ten days before the ship was working in the ship-chipping runs, from the sides and the dead man, who is evident from the coolie stamp, must have been one of the workmen. The coolies were engaged in No. 5 hatch, but there is a small door leading from No. 5 to No. 6 hatch, and as it was open at the time of the discovery of the dead man, it is assumed that he got through there and in the darkness fell and was either killed on the spot or received such severe injuries that he was unable to move.

THE MONSOON.

Telegrams from Mauritius, Zanzibar and Seychelles have reached the meteorological department, says a Simla announcement on June 23, which the officiating Director-General of Observatories interprets to show that the south-east trades are not crossing the equator with their usual strength.

THE FRENCH MAIL STEAMERS.

After running in Eastern waters between Calcutta, Pondicherry and Colombo as a ferry steamer for three years the French mail steamer "Dupleix," 2,340 tons, Captain G. Malbor, when she sailed from Calcutta on June 26, was to be relieved by the Messageries Maritimes steamer Himalaya, a much larger boat of 5,620 tons, but it is expected that the "Dupleix" will be back again in Calcutta in about four or five months.

DR. B. BASU was at the Singapore Marine Court convicted of deserting from a ferry steamer "Catherine Apeur" at Singapore on May 15th and was sentenced to fourteen days' simple imprisonment.

Captain W. D. A. Thomas, Master of the Catherine Apeur, said that Dr. Basu signed on at Calcutta. On May 15, while the steamer was at Tanjong Pagar, he expressed his intention of leaving, saying that he had secured a good job. Witness told him that he had signed the ship's articles and could not leave till they were cancelled. The substitute did not appear, however, and witness was fined \$5 and certain Penang, for bringing immigrants there without having a ship's surgeon. Later, in Hongkong, he saw someone on board the Cheong Chew.

Defendant, sworn, said that he only took the position on the "Catherine Apeur" for his health. He had a private practice in Calcutta. His pay on the Catherine Apeur was 100 rupees a month, and the Captain's table or, if he liked, the latter, he was to get 35 rupees, rice, dal and other articles of food such as are required by a Hindu gentleman. The officers treated him like dogs and cats. He was not allowed to bathe in the officers' bathroom but only in the petty officers' room. The Doctor made certain allegations of immorality against the officers and stated that one of the passengers was flogged a dozen strokes, blood flowing at each stroke, accused the same way. He would be treated the same way. He helped him ashore with his luggage, in the presence of the Chief Officer, who made no objection. He secured a substitute who had been on the Gwalior. He had been to see the Captain the previous evening, but the latter was very busy playing cards and told him to come again the next morning. On the Cheong Chew, accused got \$200 a month and a free allowance of \$35. He was treated like a dog on the Cheong Chew. He had been engaged by the Captain of the Catherine Apeur because he was afraid of being flogged.

JAPANESE POPULATION IN KOREA.

According to the investigations conducted by the different Residencies at the close of February last the Japanese population and number of Japanese houses under their respective jurisdictions stood as follows:—

Residency.	Houses.	Males.	Females.	Total.
Seoul	6,562	11,691	8,362	20,053
Chungmu	2,493	6,953	8,292	15,245
Chungbuk	2,735	2,034	4,819	6,853
Chungcheong	3,396	3,100	1,875	4,975
Chungnam	1,525	3,052	2,313	5,365
Fusan	5,650	11,804	9,993	21,797
Taiku	1,536	2,494	1,872	4,366
Wonsan	1,592	3,126	2,728	5,854
Chongchun	694	1,218	802	2,020
Syngwan	115	187	135	322
Pyeongyang	3,002	6,039	3,631	9,670
Chinnampo	896	1,843	1,276	3,119
New Wiju	1,413	2,346	1,683	4,029
Total	29,128	56,624	43,797	100,421

Compared with the corresponding date of last year the above totals show an increase of 17,137 in population and 6,932 in the number of houses.

WARNING.

CERTAIN UNPRINCIPLED PEOPLE BEING IN THE HABIT OF FILLING UP BLACK & WHITE WHISKY BOTTLES WITH OTHER WHISKY AND OFFERING IT FOR SALE AS

BLACK & WHITE WHISKY

WE BEG TO INFORM THE PUBLIC THAT IT IS THE INTENTION OF MESSRS JAS. BUCHANAN & CO., LD., THE PROPRIETORS OF BLACK & WHITE WHISKY, TO TAKE SUCH STEPS AS THEY CONSIDER NECESSARY FOR THE PROTECTION OF THEIR INTERESTS.

SOLE IMPORTERS OF BLACK & WHITE WHISKY.

H. PRICE & CO., LTD.

TELEPHONE No. 135. WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL, Hongkong, 7th July, 1908. [85]

WORLD'S LARGEST BATTLESHIP.

PORTSMOUTH'S NEW TASK.

It has become known at Portsmouth that as soon as the battleship St. Vincent is launched, on Sept. 10, preparations will immediately be made to commence another vessel embodying all-big-gun principles and the same general methods of protection as were introduced in the Dreadnought. This new vessel will be the first of a new class, and will be superior to the Dreadnought, and costing £2,250,000. It is reported that this monster battleship will be completed for sea in eighteen months from the date when the keel is laid. She will displace probably about 21,000 tons.

No doubt, adds our Naval Correspondent, the decision to hasten the completion of this battleship is to enable her to be ready for sea at an early date for the purpose of sea trials, before other men-of-war of the same type are too advanced to enable any desirable alterations to be carried out. This was the policy adopted in the case of the Dreadnought, which was built at Portsmouth in a year and a day, with the result that the date obtained at her trials were available in time to permit of variations in equipment to be made in sister ships. The Portsmouth yard is now so well equipped with the most modern machinery, and has so large a staff of workmen that the improved vessel will be experienced in completing for sea even a vessel of over 21,000 tons in a year and a half.

PERSONS TIME HAS BEEN REMOVED THAT THE Admiralty intend to introduce two important and novel features in this battleship, which belongs to this year's programme. One of these is a new type of gun. Since the breech-loading principle was adopted in the Navy, with the system of winding the weapons with wire ribbon under pressure, the Fleet has had no gun bigger than the 12in. The new gun has been gradually improved from year to year with a surprising increase in its power. The original type weighed only forty-six tons, and was only just over 37ft long, whereas the latest—now carried by the Dreadnought—is of fifty-eight tons and has a length of 49ft. Now it is stated that the new battleship will mount guns of a new 13.5in type, which has been the subject of experiment; indeed, some are said to have been handed by a private firm for some time past. The other departure may be that the new ship will make no smoke, and will therefore require no funnels. Some time ago Mr. McKee, of Messrs. Vickers, Sons, and Maxim, announced that his firm had developed the gas-purifying engine to a stage which, they felt, would justify the new type of engine being fitted in a men-of-war, with every promise of triumphant success. This statement aroused widespread interest, and it is not secret that the Admiralty have been under the consideration of the engineering staff at the Admiralty, who have of late years been foremost in the practice of their profession. Under the regime of the late Engineer-in-Chief of the Navy, Sir John Dutton, the water-tube boiler, turbine engines, and oil fuel were adopted for the Fleet in advance of the opinion current at the time, and with complete success. Because the idea of a men-of-war without funnels appears novel is no reason for regarding the suggestion that this great battleship will be fitted with gas-purifying engines and will thus throw against the sky no smoke so as to disclose her presence to an enemy before she is on the enemy's horizon. The idea of men-of-war doing without coal would have been scouted ten years ago, but now all the latest torpedo vessels, approaching 900 tons displacement, use liquid fuel only, and oil is also carried by all recent battleships for use in combination with coal.

Even this new battleship will be only about two-thirds the displacement of the Atlantic Cruisers which are lowering the United States record, and presuming she is 550ft. long, has a draught of 27ft. Germany has in hand four vessels reported to be of 13,307 tons, requiring 23ft. of water, and France is building six of 17,710 tons, and has prepared plans for six more of even greater size. The British Fleet has always had the most powerful ships—which, therefore, means the biggest—and evidently the present Board of Admiralty is not going to depart from the precedent set up and maintained by their predecessors. The new ship to be built at Portsmouth will be the largest in the world designed up to the present.

RESIDES

HIGH CLASS PIANOS

WE IMPORT FROM LONDON

PIANOS

BUILT BY

SKILLED

ENGLISH

WORKMEN.

WEAR GUARANTEED

-PRICES FROM \$340.

EASY PAYMENTS.

ROBINSON PIANO CO., LTD.

Hongkong, 2nd July, 1908.

33

It will be seen that the size has been doubled and the cost tripled since the Admiral class were the pride of the Navy at about the time of Queen Victoria's Jubilee. But, though displacement has been so greatly augmented, there has not been a corresponding growth in the depth of water required, though the other dimensions—length, and beam—have necessarily been exaggerated, the latter contributing, with big keels (which were first fitted to the Royal Sovereign class) to greater steadiness of the gun platform, an important consideration. The Anson and her sisters drew 27ft of water, and the Royal Sovereigns and Majestic three inches more, but the Dreadnought requires only 26ft at mean draught, increased the improved vessels of this type to 27ft. It is unlikely that in the latest evolution there will be any increase above this figure, because the depth of water in some of our harbours does not permit of more draught with safety, and the North Sea, in which the British Fleet now cruises so frequently, is the shallowest of the world's seas. On the other hand, length and beam have grown rapidly. Where as the old Admirals were 330ft long and 66ft broad, the latest type of the Dreadnought class, the latest type of the Dreadnought class, has a length of 490ft long and 68ft wide, and the battleship-cruisers of the Indomitable type have a length of 530ft, a beam of 78ft.

This advance in the size of men-of-war has been in progress in varying degrees in all the navies of the world. Russia is commencing two battleships of 17,200 tons with a draught of 28ft; Japan has one launched of 19,800 tons requiring 27ft of water; the United States has just commenced two of 20,000 tons, with a draught of 27ft; Germany has in hand four vessels reported to be of 13,307 tons, requiring 23ft of water, and France is building six of 17,710 tons, and has prepared plans for six more of even greater size. The British Fleet has always had the most powerful ships—which, therefore, means the biggest—and evidently the present Board of Admiralty is not going to depart from the precedent set up and maintained by their predecessors. The new ship to be built at Portsmouth will be the largest in the world designed up to the present.

CHINA INLAND MISSION.

The anniversary meetings of the China Inland Mission, reports the Record, were of a successful and encouraging character. Mr. Theodore Howard, who presided at the afternoon gathering, called attention to the work done by native Chinese as Christian evangelists and pastors. They could do the work far better than European could. Mr. Marcus Wood, the Secretary, presented the report, which stated that in finance the year had been the best, so far as England was concerned, in the Mission's history, except when two very large gifts had been received and when the annual expenses caused by the Boxer rising had had to be met. They had received 5,401 in England and the donations received in China or sent there from America and Australasia had amounted to 20,836, showing increases of 6,080 and 7,365, respectively. The first three months of this year, however, showed a "disaster" having only 1,200 in England. Christian workers were increasing rapidly, and their responsibility for self-support. The Mission had now 900 members and associates, or nearly a fourth of the whole missionary force in China, and 206 central stations. These were the highest numbers yet reached. During the year 2,798 persons had been added to the churches connected with the Mission. This was the highest number of converts for one year, except in 1905, when about 1,500 aborigines were baptised in Kwei-chan. About 500 more of the aborigines had now been baptised, since the Boxer crisis in 1900 this Mission alone had baptised 16,000 persons, as against 13,000 in the previous 50 years.

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not accompanied by a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 5th Rd. Libby's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

AGENT WANTED by German Painting and Shaving Brush Manufactory in a large way, one with established connection amongst Oil and Colourmen. Wholesale Druggists and Hardware Merchants preferred. Write stating European references.

Box 3270, WILLING'S,
125, Strand, London,
England.

1652

BEKANNTMACHUNG.

IM hiesigen Handelsregister Abt. A, Bd. I, ist heute unter Nummer 8 zu der offenen Handelsgesellschaft

ARNHOLD, KARBERG & CO.

eingetragen worden.

Eduard Lütters in Nutschwang ist Prokurist erteilt worden.

Kaiserlich Deutsches Konsulat.

Canton, den 8. Juli, 1908. 1653

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

On **MONDAY AND TUESDAY**, the 13th and 14th July, 1908, at 4.30 P.M. each day at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee House Street.

A VALUABLE COLLECTION OF POSTAGE STAMPS,

Comprising—

SIAM 20-TICALS (very rare), BRITISH COLONIALS, CHINA, LABUAN, BORNEO, MACAO, GERMANY and GERMAN EAST AFRICA, PORTUGAL, SOUTH AFRICA, ROMANIAN REPUBLIC, PERU, UNITED STATES, &c., &c., &c. (In Lots to suit purchasers).

Catalogues will be issued.

Terms—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th July, 1908. 1654

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"MARMORA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Himalaya.

From Australia ex s.s. Britannia.

From Calcutta, ex s.s. Palawan.

From Persian Gulf ex B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 8 hours.

Goods not cleared by the 15th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 9th July, 1908. 1

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 16th July, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, 9th July, 1908. 1055

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲子

12th issue from the 1st year of the "Wan Chai" to the 70th year of the Tung Chi to the 37th year of Kwong Sui.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

PRICE \$2 CASH.

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at Happy Valley, TO-MORROW (SATURDAY), 11th July, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey or Gymkhana Club.

Soldiers and Sailors in Uniform, Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,

Hon. Secretary and Treasurer.

Hongkong 8th July, 1908. 1048

NOTICE.

DRAPERY GOODS

CHEAP SALE

Apply to—

No. 51 and 53, WELLINGTON STREET.

DART LOONG.

Hongkong, 7th July, 1908. 1041

NOTICE.

TENDERS are invited for the supply of 50,000 TONQUIN HARDWOOD

SLEEPERS named "LIMXON." Size—8 ft. by 9 in. by 5 1/2 in. 10,000 to be delivered in two months after the acceptance of tender and 10,000 each in the following months, viz. Wangha, Railway Wharf.

Tenders, to be in Hongkong currency, must be accompanied by \$1,000.00 and will be opened at Railway Head Office on the 21st of July at 2 P.M. Sample sleepers must be submitted to the Engineer-in-Chief's Office at least 10 days before the opening of tenders. The Company is not bound to accept the lowest or any tender.

YUET-HAN RAILWAY CO., LTD.

Canton, 26th June, 1908. 1003

THE FLOOD FUND BAZAAR.

To be held at KENNEDY TOWN

From JULY 10TH to 16TH,

From 2 P.M. to 2 A.M.

GIFTS FROM EUROPEAN LADIES

AND GENTLEMEN for Sale at the BAZAAR are Solicited and will be highly appreciated.

All Gifts to be forwarded to the Chairman, Mr. FUNG WA CHUN, or to Mr. HO KONG TONG the Vice-Chairman, or to the following Members of the Committee, which comprises altogether One Hundred and Eighty Ladies and Gentlemen.

HON. WEI A YUK, C.M.G.

LAU CHU PAK.

CHAN KANG YU.

LAI KWAI PUI.

TAM HOK PO.

CHAU SIU KI.

WONG LAI CHUEN.

TAM TSE KONG.

LEUNG PUI CHI.

YUN YAN TSUN.

Hongkong, 6th July, 1908. 1041

WEST RIVER FLOODS.

WE the Foreign Goods Dealers and Merchants beg to appeal to the Public for Pecuniary Assistance, and co-operation in the immediate relief of the sufferers from the calamitous inundations caused by the recent rains throughout the Valleys of the North, East and West Rivers.

Any Subscriptions towards this charitable object will be gratefully received and be used at once for buying Food to be immediately sent up to the flooded districts.

PO FUK TONG,

Hongkong Foreign Goods Dealers Guild.

NAMES OF SUBSCRIBERS

Jensen & Co. ... 200

Meyer & Co. ... 100

Ferd. Bornemann ... 50

Holland China Trading Co. ... 100

Wm. Meyerink & Co. ... 100

Alex. Ross & Co. ... 50

China Export, Import & Co. ... 100

Schmidt & Co. ... 100

Carlowitz & Co. ... 100

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Wendt & Co. ... 200

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Harry Wicking & Co. ... 50

F. Blackhead & Co. ... 50

W. R. Lockley & Co. ... 30

Bradley & Co. ... 100

Arnold Karberg & Co. ... 100

W. Helms ... 100

Barretto & Co. ... 50

Che J. Ganpp & Co. ... 50

Rombach & Co. ... 100

J. Ullmann & Co. ... 30

Arculli Brothers ... 50

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Geo. P. Lammer ... 30

John L. Hutchinson & Co. ... 50

MacEwan, Frickel & Co. ... 50

W. G. Humphreys & Co. ... 25

Kruss & Co. ... 25

Liu Shan Ming Compradors ... 10

Compradors, Carlowitz & Co. ... 25

Chinese Staff, H. & S. ... 68.35

Compradors A. Choi, King, ... 48.70

Edward Hotel ... 3,461.00

Foreign Goods Dealers Guild ... \$627.65

To Biscuits ... \$2,125.31

" Bread ... 929.29

" Rice ... 2,916.05

" Exchange Premium ... 49.35

" Printing & Advertising ... 23.42

" Boat Hire for Rice ... 11.58

Balance \$218.85 handed to the Committee of the Flood Relief Fund at Canton. Hongkong 7th July, 1908. 1046

DAVID CORRAR & SONS

MERCHANT NAVY

NAVY BOILED

LONG FLAX

REHABER-GHOWN

TARPAULING

981

ARNHOLD, KARBERG & CO.

Sole Agents.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 25, & 27, KING LORNE STREET (2nd Street, west of Central Market) Telephone No. 515. 680

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price. **PERCY SMITH & SETH,** Accountants & Auditors, &c., No. 5, Queen's Road Central, Hongkong, 16th May, 1908. 853

STORAGE.

For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. **EXTENSIVE WATER FRONT. DEEP WATER.** Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 33 on PRAYA EAST. Approximate AREA 48,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1908. 184

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, PHOTOGRAPH AND BIRTHDAY ALBUMS. And all other Pictorial Goods.

GRACA & CO.,

Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 1021

JUST ARRIVED

LATEST STYLES

WHITE INDIAN GAUZE

STRIED AND CHECK.

At 25, 30 and 35 Cents per Yard.

INDIAN MUSLIN,

WHITE, BLUE, PINK & GREEN, At 35 Cents per Yard.

WHITE DOTTED MUSLINS,

At 35, 55 and 60 Cents per Yard.

HOOSAIN-ALI & Co.,

25, Queen's Road Central, Under Hongkong Hotel.

651

INSURANCES

NORTH BRITISH AND MERICAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 \$17,837,119.

I. AUTHORIZED CAPITAL, \$3,000,000

SUBSCRIBED CAPITAL, 1,750,000

PAY-UP CAPITAL, 887,500 0

II. FUND FUNDS, 1,856,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 27th April, 1907. 1019

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,

Agents.

Hongkong, 21st April, 1897. 114

TO LET

TO LET.

NO. 5, "ORMSBY TERRACE" Kowloon.

No. 4, SEYMOUR ROAD, 2 Flats.

Apply to—

SPANISH PROCURATION.

Hongkong, 6th July, 1908. 1040

TO LET.

TWO or THREE ROOMS, Newly Furnished, offered at very moderate rent for summer months on CONDUIT ROAD Level.

Address—

Care of "Daily Press" Office.

Hongkong, 9th July, 1908. 1050

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPADORE'S DEPARTMENT.

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. 188

TO LET.

NO. 6, "OBSERVATORY VILLAS," Kowloon. Five-Roomed House. Tennis Court. Electric Lights. Moderate Rental.

Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 8th July, 1908. 1047

TO LET.

OFFICES on Top Floor No. 2 Connaught

A HOUSE in Wong-Nai Chien Road.

A HOUSE in RYDON TERRACE.

NOTICES TO CONSIGNEES

AMERICAN ASIATIC S.S. COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDEMAYO,"
Captain E. A. Thirkell, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th inst. at 3 p.m. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by SHEWAN TOMES & CO. General Agents.
Hongkong, 6th July, 1918. 1043

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SAXONIA,"
Captain Havel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TONDAY.
Any Cargo impeding their discharge will be landed at Consignees' risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th inst. at 3 p.m. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 6th July, 1918. 1042

S.S. "TOURANE,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London ex s.s. "Medeo" from Havre ex s.s. "Medeo" from Bordeaux ex s.s. "Vile d'Aras" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TONDAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 15th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to London or before the 15th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 15th July, at 3 p.m. No Fire Insurance has been effected.

P. MALIN, Acting Agent.
Hongkong, 6th July, 1918. 2

NAVIGAZIONE GENERALE ITALIANA (Etorio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th inst. at 9.30 a.m. No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.
Hongkong, 6th July, 1918. 4

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSON & Co., Agents.
Hongkong, 6th July, 1918. 1051

NEW CARTRIDGES.

BY Popular English Manufacturers. In Great and Small Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to .558S&W at 8s. 3d and 7s. 6d per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 739

INTIMATIONS

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"
2 & 4, Kowloon Road,
Hongkong, 17th February, 1907. 568

DR. M. H. CHAUN,
THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
35, QUEEN'S ROAD CENTRAL, U.S.A.
Hongkong, 17th April, 1907. 477

SIEN TING,
SURGEON DENTIST,
No. 10, D'ARIGLIER STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 575

AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 mm.
W. CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & CO. Agents.
Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.65 mm.
W. CHAMBER for 8 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 15th March, 1907. 335

SANG MOW,
BATTAN AND GRASS
FURNITURE MAKER.
CHAIRS, TABLES, SETTERS & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS
in all colours on Sale.
All Orders receive prompt attention.
59A, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, 20th February, 1908. 401

THE
DIRECTORY AND CHRONICLE
FOR 1908
Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.
Hongkong, 15th February, 1908. 338

THORNE'S
OLD VAT
PURE CASE
THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1831.

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
As Supplied to the House of Commons.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
YAGASAKI.
CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used.
NEW DOCK NOW OPEN.
DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 964
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide... 84
DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 84
DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 36
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 82
PATENT SLIP.
Suitable for vessels up to 5000 tons.
THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES for undertaking BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.
A LARGE STOCK of MATERIAL is always kept on hand.
THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 100 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.
Short Notice.

PARIS LETTER.

SUFFRAGETTES IN PARIS.

Paris, June 5.

That the troublesome Suffragettes would sooner or later invade this beautiful and peaceful City was a foregone conclusion. Now that the Suffragettes have at last made their unwelcome appearance here, they admit that they will find it a very difficult matter to enlist the support of their French sisters. Indeed, ever since the Suffragettes made London their head centre, and made complete fools of themselves, have their exploits been the object of ridicule in France. Frenchwomen have no sympathy for such "new women," and are not likely to facilitate their work. The campaign—which they have just started in Paris—is not destined to be organized with success; any attempt on their part to create a disturbance will be severely and mercilessly dealt with by the authorities who will not show as much leniency towards them as do the police in London where for months past they have given the authorities enough to do. M. Lépine, that exemplary Prefect of Police, of whom Parisians are so proud, is a man of action, more so than of words. While taking into account that the disturbers of the peace are women, he will not tolerate any nonsense from them, and since imprisonment is of no avail, he will quickly resort to more effective system of punishment namely expulsion. As for French Suffragettes—whose number is insignificant, they too, will be quickly brought to their senses.

Though the Suffragettes have invaded the French capital in force, and promise to become more or less a new factor in French political life, they will not be allowed to carry on to the same extent as they are doing in England. Parisians so far have decided to try ridicule as a first means of checking the progress of the new invaders. The suffragettes—many of whom have come over purposely from London—are determined to go on with their work as seriously as possible, in spite of the opposition. After doing all they can to make "converts" in Paris, they propose touring the Provinces. Very hostile receptions are certain to be encountered during their campaign period. The Paris suffragettes who have constituted themselves into a body under the attractive name of the "League of the Solidarity of Women" are sanguine of at least creating an impression, if not entirely successful. The members of the League who are naturally great admirers of their sisters' work in England are resolved "to do or die." The President of the League—a most enterprising lady and a capable leader, declares that as soon as women get into the Parliaments of the nations, war would be forthwith abolished, while the pride and pretensions of men would be lowered. Time will prove whether life will lose some of its picturesque when women are the equal of men. In the opinion of the President of the League who is a lady-doctor who is anything but an admirer of men, judging from her speech at a meeting a few evenings ago, it is time women displayed greater pluck, and should themselves be less afraid of the stronger sex, whose superior, if not their equals they should be by this time the world over. Woman's Suffrage must be insisted upon at all cost henceforth, until secured. It is time men lost some of the illusions they nurse about themselves, and that women be greater gainers in dignity. "Would it be such a great loss if women ceased to decorate their hats with the remains of birds, flowers, fruit, etc., and vegetables?" asked the speaker who wears her hair short, and whose dress—although she has no as yet discarded the skirt—is of a decidedly masculine cut. The President concluded her rousing speech by asking the audience "Why was it supposed to be woman's destiny to be child-bearers?" A question which caused great laughter. "Women were no more specially fitted for this than men." Howl, and shrieks rent the hall at this novel declaration, whereupon the speaker, thinking perhaps she might have expressed herself differently, hastened to add (when she could obtain a hearing), "At least, that was not the primary object of woman's creation."

THE SHOOTING AT MAJOR DREYFUS.
Very regrettable was the attempt to shoot Major Dreyfus as he was coming out yesterday of the Pantheon, where he had been present at the ceremony of transferring Emile Zola's remains to the Pantheon. Had it not been for the Major's brother who struck aside the would-be assassin's arm as the latter fired the second shot there is no doubt, a fatal tragedy would have resulted. The incident created considerable commotion, the more so, as for a few minutes, those present thought President Fallières who was standing close by the Major at the time had been shot at. A great cheer and the waving of hats and handkerchiefs were the first intimations to the vast congregation that President Fallières was uninjured. The dastardly outrage occurred just after the imposing and solemn ceremony had terminated with the singing of the *Chant du Départ* by the choir of the Conservatoire. The President, M. Clemenceau, and the other Ministers were flung out, after shaking hands with Madame Zola, when two shots were fired which led to a scene of indescribable confusion. Major Dreyfus' assailant, M. Grogari, military artist of the "Gaulois" who was immediately arrested, and narrowly escaped being lynched by the infuriated mob is 60 years of age, and is a short, thick-set, middle-aged man. The Major whose wound in the arm is happily not dangerous was at once removed to the Mairie of the Fifth District, where Dr. Pozzi soon attended him. Though the bullet had penetrated the forearm somewhat deeply, it had not reached the bone. The other bullet, thanks to the Major's brother's prompt action struck one of the columns of the Pantheon. The whole affair is a question of revenge and hatred, for though recognized absolutely innocent by Law

some of the Major's bitterest enemies will never forgive him. When it was decided to place the late Emile Zola's body in the Pantheon there was an outcry raised by the Marquis de Montebello, who argued that the national sepulchre would be desecrated, and the illustrious dead resting within its walls dishonoured by the presence of Zola. The Marquis claimed a right to be heard as descendant of Marshal Lannes, of Easing fame and demanded that the bones of Lannes should be removed from the Pantheon if the remains of Zola were to rest there. The Nationalist Press followed up the letter with disgraceful attacks on Zola, some of much acerbity, in support of the Marquis's demand, and the attempt to assassinate Dreyfus—which is not the first attempt by a good many—is the corollary of the outcry. It will be remembered that the unfortunate Dreyfus—whose existence of late is not much better than a living death—owes his freedom to the late eminent novelist. The sensation is likely to lead to considerable political strife once more, though there is nothing to be gained by making the Major's life more miserable than what it actually is, or again repeating the whole canny over a very painful affair, which as everyone knows has been satisfactorily settled. President Fallières had not the less a narrow escape, as so to speak, he was unconsciously standing in the line of fire.

STATE RAILWAYS A FAILURE.
France, like Germany has come to the logical conclusion that State Railways are a failure, and much too costly a "white elephant" to keep up any longer. This is why State Railways in France will soon become a thing of the past. It is no longer a secret that the railways in the hands of the Government cost more to manage than those worked by private companies. M. Caillaux, Minister of Finance states that the falling off in the net receipts from the lines owned by the Government is due to the increase of the expenses of working. The services of the trains has had to be improved, and the rolling stock has had to be kept up to the mark, and this, with the increased cost of fuel, has caused a rise in the expenses. The amount which has had to be paid as compensation for accidents, loss of property, and unpunctuality, goes to show that the staff is not doing their work as capably and as accurately as they should. Very few, if any, will be surprised to hear that the working of the railways—not many of them happily—by the State in France has turned out a complete failure, and for this good reason, are to be abandoned as soon as possible.

THE RETURN OF THE PRESIDENT.
President Fallières looking the picture of health and happiness received a tremendous ovation on his safe return to Paris from London, where he certainly spent four of the most enjoyable days in his life. The outside of the Gare du Nord was thronged with a sympathetic cosmopolitan crowd, who as the President stepped into his carriage raised most hearty cheers in his honour. From the Gare du Nord to the Palais de l'Élysée the streets were crowded with spectators who cordially welcomed the President to "Home Sweet Home." M. Fallières who had had a rough crossing was glad to get to his bed early. Ever since his return he has been praising London which capital he graciously describes as "Le bon dit de Londres"—a compliment for which Englishmen should be specially grateful, as it is not often that the Capital of the British Empire on which the sun never sets—is so referred to. London, however, looked in its best form while the French Chief of State was enjoying its proverbial hospitality. Thousands of Parisians have made up their mind to spend their summer holidays in England this year, and pay a brief visit to London before returning home.

Parisians who attended the funeral of Francis Coppé the other day, were greatly surprised at seeing among the mourners several blind people being led by friends. The natural modesty of the French poet was such that very few people were aware how Coppé had consecrated a great part of his life to assisting those afflicted with the loss of sight, and took an active interest as president in one of the most important homes for the blind. This sympathy towards the sightless dated from quite an early period in his career, when as a young and unknown poet he recited some of his first efforts at the Institution for Blind Children on the Boulevard des Invalides. Almost his last walk was to inspect the new home for the blind, established in the Rue Duve, which he inspected with great interest from top to bottom.

So charmed is the Paris Press with reception accorded to President Fallières in London, that it is a source of great pleasure to it to continue to discuss the question of a possible further development of the *Entente Cordiale*. As President Fallières was in reality a messenger of peace to London so will King Edward be a messenger of peace to Russia. The "Globe" firmly believes that an alliance will succeed the *Entente* with England. The eagerness of the French Press will not alter the plans of King Edward—who has gone to Russia on business—or President Fallières. There is plenty of time to form an "alliance" such as so many people wish to see in France. A great deal has yet to be done before such a step is taken, when King Edward returns from Russia, the French will hear further good news as to His Majesty's plans for maintaining the peace.

How to BE BEAUTIFUL—Keep your complexion—Mrs. Ellen's Creme, Chamarrate, Lait, Charmant and Special Skin Tonic and Powder—Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 622.

VITAL ENERGY.

HOW TO GET AND KEEP IT.

Do you feel that you have all the energy, the vital force, the sparkling flush of good health that should naturally be yours? Or are you often obliged to admit that you do not really feel as bright and energetic as you would like to feel? And do you know that good digestion is the very foundation of good health, and indigestion is the source of a hundred bodily aches and weaknesses?

You cannot feel well or be well unless your body is properly nourished, and your body cannot be nourished unless your food is digested. When food produces pain at your chest and between your shoulders—when you are troubled by constipation, headache, nausea, dizziness, wind, palpitation of the heart—when ordinary daily tasks seem beyond your power to accomplish—then you may feel certain that indigestion is at work.

Let all such sufferers take Mother Seigel's Syrup, and they will not be disappointed. Mother Seigel's Syrup gently stimulates the stomach, liver, and bowels to natural healthy action, and so makes indigestion impossible. Mother Seigel's Syrup is a purely herbal remedy, mild yet certain in its action. It purifies the blood, ensures good digestion, and thus cures nervous and invigorates the entire system. During the past forty years, thousands of people in all parts of the world have testified from actual experience to its curative power.

Mr. A. Bertram Treacher, an active business man, living at 8, Dursford Avenue, Wimbledon Park, London, S.W., writes thus on January 2nd, 1903:—"My sufferings from indigestion have been happily ended by Mother Seigel's Syrup. Three years ago I began to be troubled with pain in my chest after eating. At first it was not very severe, but as time went on it gradually became intense. I became alarmingly ill and had to be taken to a hospital. I received some benefit from my treatment there, but it disappeared almost as soon as I had left, and a little while afterwards my condition was worse than ever."

"About that time my attention was called to Mother Seigel's Syrup, and I decided to try that remedy. The first few doses produced little or no effect but in two or three days there was some abatement of my trouble. Mine was an obstinate case, and I took in all nearly two dozen bottles, but the result is more than worth it, for ever since I have been entirely free from indigestion."

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets. Price 2/9 per bottle—one size only. 67—

GREAT BRITISH STEEL TRADE.

RECKONINGS BY MILLIONS.

The Iron and Steel Trades Journal says it is in a position to state definitely that the proposed combination in the British steel trade has been accomplished, and that the leading firms of this country, of Germany, Russia, and the United States, are allied in the combination. Communications which have reached the offices of the newspaper all go to prove that this is "the most gigantic movement of its kind that has ever been set on foot in this country." Inquiries also state that all probability producers of Welsh steel plates, angles, &c., will eventually be found in the combination, but the steel plate industry, which belongs peculiarly to Wales, will according to competent authorities, not be included in the proposed combination. The new movement, the journal adds, will mean an extensive addition to the works which are concerned with it, and will involve a capital outlay of several millions sterling. "As one firm tells us," says the article from which our quotation is here made, "the combination will usurp practically the steel trade of the United Kingdom, and at the same time be in a position to compete with the greatest foreign producing steel works. The capital outlay, we understand, will amount to 75 millions sterling, and from what we can gather from the correspondence before us, it is not at all unlikely that the capital will be increased to the extent of 125 millions sterling. In connection with this combination we are authorized to inform that the big steel works in South Wales are not concerned in the proposed steel combine. The whole idea of this combine is to bring about a workable basis of agreement between the companies who have amalgamated, and it is not at all unlikely that the products of the newly-formed combine will be placed upon the market at rates much lower than those now fluctuating at the instance of individual manufacturers. The real object of the combine from which the big steel works in South Wales are not concerned in the proposed steel combine, is to bring about a workable basis of agreement between the companies who have amalgamated, and it is not at all unlikely that the products of the newly-formed combine will be placed upon the market at rates much lower than those now fluctuating at the instance of individual manufacturers. The real object of the combine from which the big steel works in South Wales are not concerned in the proposed steel combine, is to bring about a workable basis of agreement between the companies who have amalgamated, and it is not at all unlikely that the products of the newly-formed combine will be placed upon the market at rates much lower than those now fluctuating at the instance of individual manufacturers. 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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MARMOBA	About 9th July	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA	Noon, 11th July	See Special of Call.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	SYRIA	About 16th July	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSSEILLES	SOCOTRA	About 18th July	Freight only.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 6th July, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG and HAIPHONG	"HUIPEH"	On 10th July, 8 A.M.	
AMOI, CHEFOO and NEWCHANG	"KWEIYANG"	On 10th July, 4 P.M.	
SHANGHAI	"SHAOHSING"	On 11th July, 4 P.M.	
JAVA	"FORESTDALE"	On 14th July, Noon.	
MANILA	"TEAN"	On 14th July, 4 P.M.	
CHEFOO and TIENTSIN	"HUICHOW"	On 14th July, 4 P.M.	
CEBU and ILOILO	"SUNGKIANG"	On 15th July, 4 P.M.	
MANILA ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 3rd Aug., 4 P.M.	

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	"YUENSANG"	Friday, 10th July, 4 P.M.	
SHANGHAI	"KWONGSANG"	Saturday, 11th July, Noon.	
TIENTSIN	"CHEONGSHING"	Saturday, 11th July, Noon.	
SHANGHAI	"HANGSANG"	Wednesday, 15th July, Noon.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUNGSANG"	Wednesday, 15th July, Noon.	
MANILA	"LOONGSANG"	Friday, 17th July, 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 18th July, Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUNGSANG," "NAMSANG" and "FOONGSANG" leave about every 2 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 8 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchang.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North-Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SYLVIA ... About 20th July	FOR HAVRE & HAMBURG: S.S. ISTRIA ... 26th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. VANDALIA ... About 20th July	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. C. FERD. LABISZ About 30th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... About 23rd July	FOR HAVRE & HAMBURG: S.S. SAXONIA ... 9th Aug.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... About 23rd July	FOR HAVRE & HAMBURG: S.S. SYLVIA ... 23rd Aug.
	FOR HAVRE & HAMBURG: S.S. SLAVONIA ... 6th Sept.

COAST SERVICE.

S.S. KOWLOON FOR TIENTSIN, NAGASAKI & VLADIVOSTOK On 11th July.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 10th July, 1903.

Hongkong Office.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL	REMARKS
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN"	Wed. day, 15th July, at Noon.	
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHARNHORST"	About Wed. day, 15th July.	
MANILA, NEW GUINEA, BRISBANE, SYDNEY, MELBOURNE	"PRINZ WILHELM"	Thursday, 16th July, at 4 P.M.	
KUDAT & SANDAKAN	"BORNEO"	End of July.	

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELOHRS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th July, 1903.

HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 11th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 18th July, Noon.

For Freight or Passage apply to

SHUWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 6th July, 1903.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
FOOCHOW & VLADIVOSTOK	"CURONIA"	On 15th July

For Further Particulars, apply to

MELOHRS & CO.,

AGENTS.

Hongkong, 26th June, 1903.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS OF THE OCEAN" Sailing 6 to 10 days' Ocean Travel.

PROPOSED SAILINGS.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "MONTEAGLE" 6,183	...	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA" 6,000	...	SATURDAY, 25th July	15th Aug.
"GLENFARIG" 3,700	...	SATURDAY, 8th Aug.	5th Sept.
"LENNOX" 3,700	...	WEDNESDAY, 6th Sept.	30th Oct.
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 24th Sept.	12th Oct.
"EMPERESS OF JAPAN" 6,000	...	THURSDAY, 22nd Oct.	30th Nov.

S.S. "LENNOX" and "GLENFARIG" are Freighters only and do not carry Passengers.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARIG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... \$40, ... \$42.

Intermediate on Steamers ... \$40, ... \$42.

1st Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Fodder Street and Praya, opposite Blake Pier.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinkiang, (Peking Tientsin), Kobe, Yokohama, GENOA to HONGKONG in 30 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland and Europe via Vancouver

Passengers to Overland and Europe via Vancouver

YOKOHAMA to VANCOUVER ... 13 DAYS

YOKOHAMA to LONDON and PARIS 23 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

† AMIRAL EXELMANS 25th July

† OUESSANT ... 27th Aug.

† No Passengers. † Intermediate Class and Rates of Passage.

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE.

Hongkong, 4th June, 1903.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & CO.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHITI	SHANGHAI	First half of July	JAVA	First half of July
TJIPANAS	JAVA	First half of July	SHANGHAI	Second half of July
TJIBODAS	JAPAN	Second half of July	JAVA	Second half of July
TJIKINI	JAVA	Second half of July	JAPAN	Second half of July
TJILIWONG	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.

Telephone No. 375.

Hongkong, 7th July, 1903.

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SHIPPING IN PORT.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
AMARA, British str., 1,544, C. J. Matlock, 30th June	Hongay	27th June	Coal—Stensen & Co.	
Jardine, Matheson & Co.				
ANONIS, German str., 1,001, C. Kumpel, 7th July	Batavia	28th June	Rice and Wood	
Butterfield & Swire				
ACORNHURST, British str., 1,258, V. McClymont, 28th June	Kuchinots	30th June	Coal—Doddwell & Co.	
Bourbon, French str., 99, Le Bail, 5th July	Saloon	1st July	Divers—Chinese.	
CAPIRI, Italian str., 2,890, D. Pedani, 5th July	Singapore	29th June	Cotton—Carlowitz & Co.	
CARL, DIESBACH, German str., 744, T. Kayer, 7th July	Haiphong and Hoikow	6th July	General and Pigs—Jensen & Co.	
CHONGHONG, Brit. str., 1,258, V. McClymont, 28th June	Lidell	8th July	Tientsin via Ports 1st July, General—Jardine, Matheson & Co.	
CHIEFLI, British str., 1,143, J. Warrack, 28th June	Haiphong via Hoikow	24th June	General—Butterfield & Swire.	
CHINA, American str., 3,186, D. E. Friele, 2nd July	San Francisco	2nd June	Mails and General—Butterfield & Swire.	
CHIMWANG, British str., 1,239, F. Robertson, 5th July	Wuhu	28th June	General—Butterfield & Swire.	
CHRISTIAN BORG, Norwegian str., 2,788, Einar Hille, 28th June	Moji via Kuchinots	20th June	Coal—Wallen & Co.	
COURTFIELD, British str., 4,897, John Wiseman, 25th May	Moji	20th May	Coal—Mitani	
Bussan Kaisha				
EARL OF DOUGLAS, British str., 2,761, John Jameson, 1st July	Port Kumbia	10th June	Coal—Messageries Maritimes.	
DERWENT, British str., 1,245, J. Jenkins, 22nd June	Saloon	18th June	Rice—Chinese.	
FAUANG, British str., 1,410, Malkin, 23rd June	Saloon	23rd June	Rice—Jardine, Matheson & Co.	
FOREST DALE, British str., 2,255, Noall, 6th July	Sonabaya	17th June	Sugar—Butterfield & Swire.	
GILBERT, French str., 778, Donarson, 7th July	Haiphong and Hoikow	9th July	Coal and Mate—Order.	
GUADIANA, French str., 1,608, Voyia, 4th July	Saloon	30th June	General—Messageries Maritimes.	
HAIMUN, British str., 656, A. J. Robson, 8th July	Foochow	5th July	Amoy 6th and Swatow 7th, General—Douglas, Leprais & Co.	
HANGSANG, British str., 1,356, S. Wilde, 8th July	Chinkiang	3rd July	Rice and Beans—Jardine, Matheson & Co.	
HELOKOS, British str., 2,976, J. W. Martin, 1st July	Chingwang	25th June	Gibb, Livingston & Co.	
HONGKONG, French str., 842, A. Corneliusson, 7th July	Haiphong	5th July	and Hoikow 6th, Rice and General—A. R. Marty.	
HOPKING, British str., 1,356, Jas. M. Hay, 5th July	Japan	28th June	Coal—Jardine, Matheson & Co.	
HUPEH, British str., 1,304, G. J. Spink, 5th July	Haiphong and Hoikow	4th July	Rice—Butterfield & Swire.	
JAPAN, British str., 3,806, J. G. Oikent, 8th July	Yokohama and Moji	4th July	General—David Sassoon & Co., Ltd.	
KATHARINE PARK, British str., 3,075, W. H. Copp, 8th July	Callao via Yokohama and Kobe	12th May	General—Toyo Kisen Kaisha.	
KINTUCK, British str., 2,993, B. C. Lewis, 30th June	Foochow	28th June	General—Butterfield & Swire.	
KOWLOON, German str., 1,447, A. Enigh, 5th July	Vladivostok	26th June	General—Hamburg-Amerika Linie.	
KWEIYANG, British str., 1,044, Dawson, 2nd July	Newchwang	June 25th, and Chefoo 26th, Beans and General—Butterfield & Swire.		
KWONGSANG, British str., 1,426, W. Palmer-Baker, 7th July	Shanghai	July 2nd, and Swatow 6th, General—Jardine, Matheson & Co.		
MANCHUKIA, American str., 3,750, J. W. Saunders, 6th July	San Francisco	and Shanghai 3rd July, Mails and General—Pacific Mail Steamship Co.		
MINNESOTA, American str., 13,321, Charles Austin, 3rd July	Santa	June 2nd, and Shanghai 30th, General—Great Northern Steamship Co.		
MONTAGLE, British str., 3,353, W. Davison, 23rd June	Vancouver	23th May, and Shanghai 20th June, General—C.P.R. Co.		
MORTAL, British str., 1,737, F. W. Batten, 24th June	Fremantle	6th June	Sandalwood—Gillman & Co.	
NIKKO MARU, Japanese str., 3,434, T. L. Harrison, 7th July	Yokohama & Nagasaki	3rd July, General—Nippon Yusen Kaisha.		
ONSANG, British str., 1,787, L. Cox, 14th June	Moji	7th June	Coal—Jardine, Matheson & Co.	
PETCHABURI, German str., 2,190, C. Wolf, 8th July	Bangkok	1st July	Rice, Meal and Wood—Butterfield & Swire.	
PHUAPHON, British str., 1,065, J. H. Scott, 4th July	Saloon	30th June	General—Chinese.	
PRINCE OF WALES, German str., 1,003, F. v. Mannefeldt, 2nd July	Bangkok	June 22nd, via Kohatung 25th, Rice, Teakwood and Salt—Butterfield & Swire.		
PITTSBURGH, German str., 1,200, T. Heynaga, 8th July	Bangkok	30th June	Rice—Butterfield & Swire.	
POKAMONTAS, British str., 1,740, F. G. Cox, 14th June	Salina Cruz	12th May—Order.		
PROGRESS, German str., 1,641, Strave, 8th July	Samos	30th June	General—Siemens & Co.	
PROTEUS, Norwegian str., 1,324, C. Möller, 5th July	Hongkong	24th June	Rice—Aagaard, Thorsen & Co.	

SAILING VESSELS.

JUTERPOLIS, British ship, 2,481, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

KING GEORGE, British ship, 2,057, Tucker, 2nd July—New York 12th March, Case Oil—Standard Oil Co.

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